

## Donohue, Revson Have A Chance

# Bobby On Indy Pole?

By Ray Marquette  
USAC Editor

INDIANAPOLIS — A funny thing happened at the Indianapolis Motor Speedway today (May 14)—12 cars qualified for the 1972 500-mile race.

It took 11 hours and 17 minutes and two days of dodging raindrops

and exploding engines before the first car could complete a trial run, but the effort was well worth it as Bobby Unser established one lap (196.678mph) and four lap (195.940) records to top the speed performances. Only severe injuries received by Jim Malloy during a

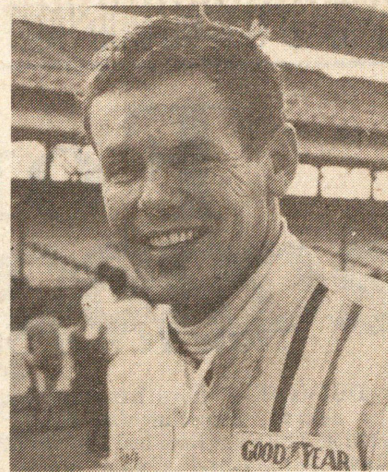
horrendous crash in practice that demolished his Thermo King Eagle marred the mind-boggling performance of Bobby U. who established the fastest official speed ever turned on a closed course by an open cockpit machine.

The 1968 Indy winner had

clocked at 196.9mph in a Goodyear tire test at Ontario Motor Speedway several months ago, but Sunday's times are down in the record book as officially certified.

After Saturday's complete washout, the qualifying runs were

(Continued on page 18)



**BOBBY UNSER**  
... makes Eagle Indy favorite

# Beltoise Dominates Wet Monaco GP

## Only Ickx' Ferrari Comes Close To The Fleeing BRM

By David Phipps  
European Editor

MONTE CARLO — Yes, Monaco is definitely Marlboro Country, especially when it rains. It is also BRM country and Firestone country, but above all it is Jean-Pierre Beltoise country.

The fearless Frenchman never put a wheel wrong in leading the wettest-ever Monaco Grand Prix from start to finish May 14 and convincingly beating Jackie Ickx' Ferrari into second place. For a while it looked as if Jackie Stewart would put in a challenge, for he began to gain on both Beltoise and Ickx by a second or more per lap, but damp ignition and a couple of spins eventually dropped his Elf Tyrrell back to fourth behind

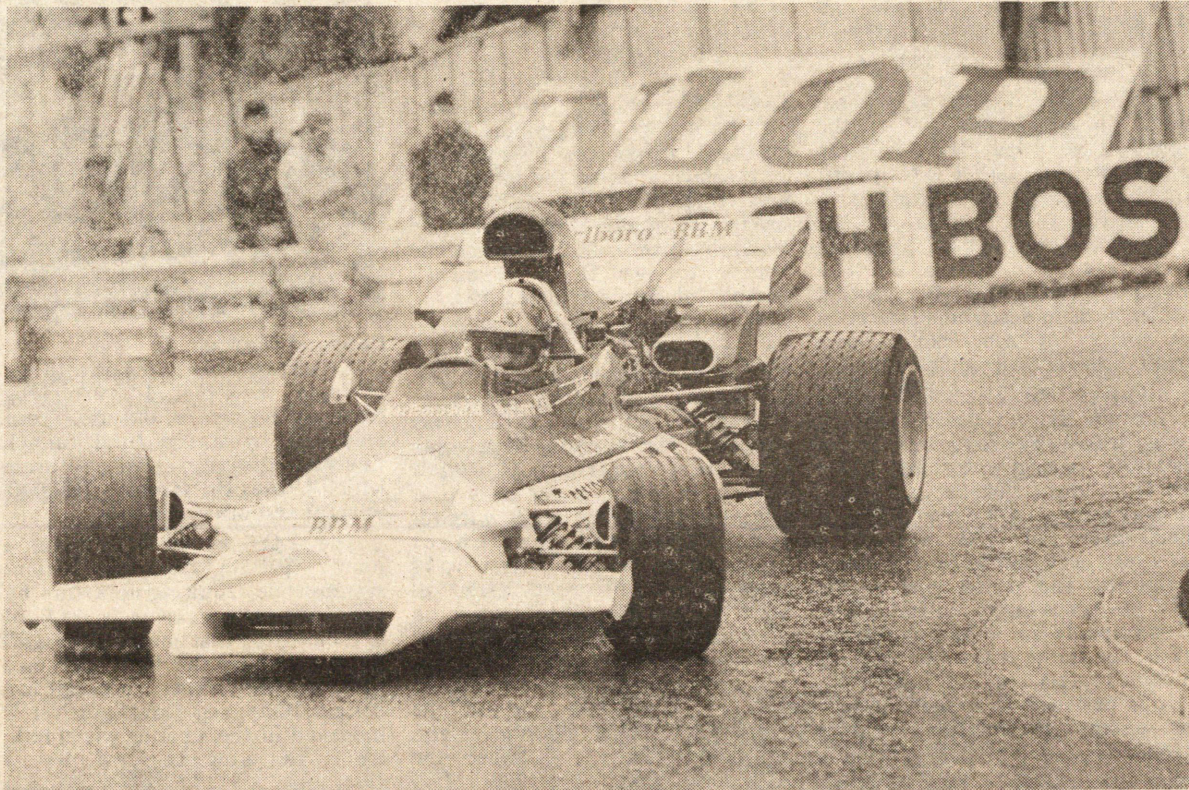
Emerson Fittipaldi's John Player Special.

Brian Redman's Yardley McLaren was fifth, and Chris Amon's Matra Simca finished sixth despite four pit stops for fresh visors—it was that sort of race.

### GOOD DRIVING

Under the conditions it was inevitable that there would be a number of off-course excursions, but none of them resulted in injury and the damage to cars was relatively light. All the drivers coped magnificently with the conditions—the track was liberally coated with oil as well as water—and the amount of traction and braking provided by both

(Continued on page 10)



Jean-Pierre Beltoise emerged from the unhappy cloud of last year's Ignazia Giunti incident with a convincing win in the GP of Monaco—his first on the Grand Prix circuit and on the way made life considerably more cheerful for BRM.

(David Phipps photo)

## LATE NEWS

- Jim Malloy, injured at the Speedway May 12 is not expected to live. He is on a respirator and an examination of his brain shows no signals.
- Detroit's super trick car for '73 will be the Pontiac GrandAm, based on the Grand Prix.
- Don Garlits has led a breakaway group of drag racing's top drivers from the NHRA Labor Day Indy Nationals. The Garlits group, which includes the U.S. Racing Team, will compete instead under AHRA sanction at Tulsa for drag racing's largest purse ever: \$179,600. The money will be put in escrow.
- Daytona's Continental will revert to 24 hours for next year's race.
- Florida International Raceway, scheduled to be built near Tampa, is no more. The owner of the land, who is also a prominent sports car driver, upped the ante for the property at the last moment some \$200,000. The buyers said no way.
- Jackie Oliver, testing the new Shadow CanAm car, has unofficially lowered the Laguna Seca track record. He did consecutive laps of 58.0 and 57.95 seconds. The old record is 58.25.
- Nader's Raiders next target is rumored to be Toyota about which Nader's Center for Auto Safety is said to have gotten twice as many complaints as about VW and Opel.
- The SCCA is looking toward combining Formula A, B and C into one class for club racing for '73.
- Grim news at Alfa Romeo: participation in the Austrian 1000km on June 25 and the 6-hour at Watkins Glen July 23 is doubtful and rumor has it that team boss Carlo Ghiti is so in disfavor that he is no longer authorized to make or sign contracts with drivers or certain key suppliers.
- Bobby Unser is the first entry for the July 2 Pocono 500.
- The world is bright for IMSA. The first West Coast IMSA race is this weekend at Las Vegas International Speedrome where some disaffected Formula B drivers are expected to show up; a major race is about to be announced for one of the East Coast's best known tracks and the sanctioning body is negotiating for the outright purchase of another well-known track in the East.
- The Mid-Ohio TransAm beginning to shape up well. Milt Minter will drive the Herb Adams Firebird, Peter Gregg has signed for the third Simoniz-BRE Datsun.
- As Memorial Day draws close this is what's being heard in Indy's Gasoline Alley: the Antares cars are the disappointment of the year, no one is in awe of the Superteam any more, and Bobby U.'s Eagle is everything everyone said it was. Second best bets for the 500—Gary Bettenhausen and Peter Revson.
- San Francisco's Sears Point Raceway is offering stock in an effort to revive itself but its prospectus warns in large, bold type on the front page: "high risk."
- Carl Hogan has signed Haggard slacks to sponsor his two Lola T300s in the Continental. The cars, driven by David Hobbs and Brett Lunger, will be called Haggard Lolas. Both cars will carry the new sponsor's name at the next Continental at Edmonton, June 4.

## COMPETITION PRESS & AUTOWEEK

Vol. 22 No. 21

June 3, 1972

### Early Season Report

## SCCA's Amateur Aces Are At It Again

Although the Southern Pacific Division's eight-race schedule is half over, most of the SCCA's seven geographical divisions have barely started to race this season—in fact, the Northeast Division hasn't been dug out from under the snow long enough to think of much besides spring.

### STILL GROWING

Admittedly fraught with problems, most of them fiscal in nature, the Sports Car Club of America's national racing program—for semi-serious amateurs to super-serious professionals—continues to hold its own, and despite the fantastic cost of fielding any kind of competitive car, may even still be growing a little.

The amateur road racer is a strange beast. The tools of his trade are \$10,000 Spitfires and \$20,000

Porsches. The rewards for his efforts are esoteric in the extreme—there is no prize money, cheering crowds simply don't exist at his level and the chance for advancement into the professional ranks (even if he wanted it, which he probably doesn't) are slim to none. And most competitors don't even run for the points that will take them to the club's world series of road racing, the ARRC.

### RACE-FOR-FUN

But year after year, the club racer, the real amateur, the real race-for-fun type, continues to support the SCCA's national racing program simply because road racing is what he likes to do. That's all. Just because it's fun.

The first periodic update of SCCA national racing action begins on page 23.

### New Faces Triumph at MIS

On a rain-slick Michigan International Speedway, two Spitfire drivers came through with wins for Triumph May 14.

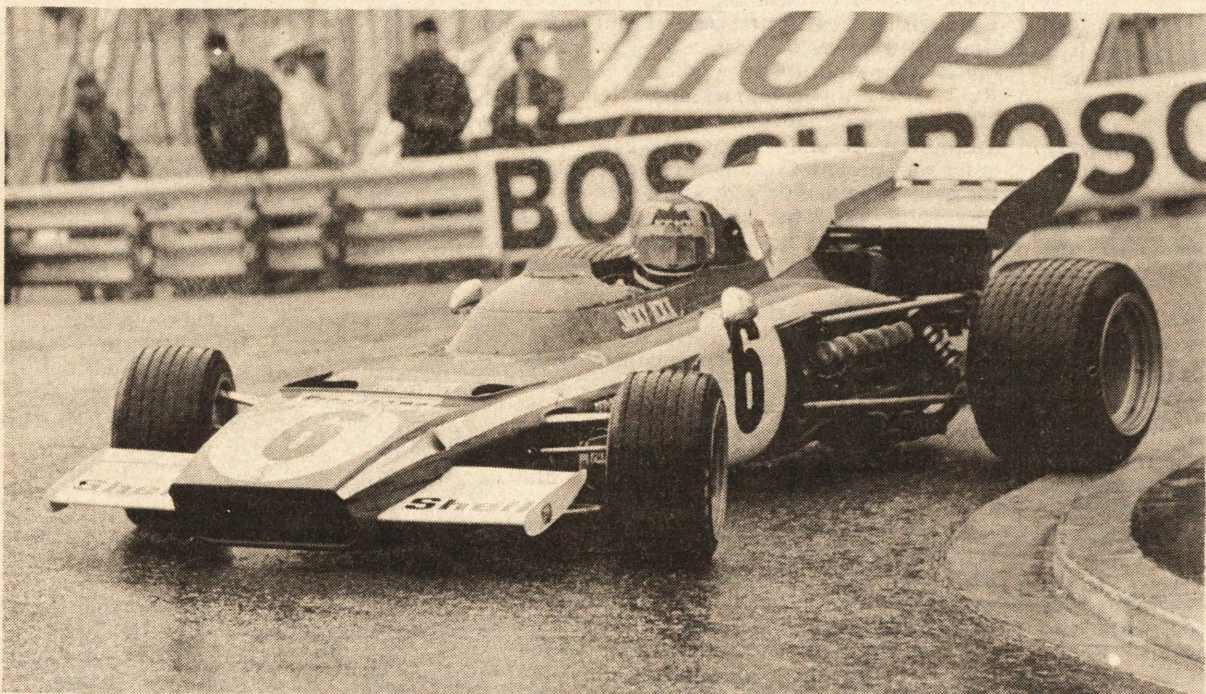
In FP, it was Keith Culley, Akron, Ohio, who won in a Spitfire Mk3. The GP event was taken by Tom McCaughey. Both drivers are new to the ranks of Triumph winners and we wish them a good season!

East of Mississippi:  
Mike Barratt  
British Leyland Competition Dept.  
600 Willow Tree Road  
Leonia, New Jersey 07605  
West of Mississippi:  
Jim Coan  
British Leyland Competition Dept.  
P.O. Box 1557  
Gardena, California 90249



More on:

# Beltoise In Flawless Monaco Win



Jacky Ickx' Ferrari, wheel on curb, in hot (wet) pursuit of the fleeing Beltoise who found the wet conditions much to his liking. Ickx finished second.

## Emerson, Jacky Battle For Pole Honors

By David Phipps

**MONTE CARLO** — There were two major changes at Monaco this year. The permitted number of starters was increased from 18 to 25, and the pits were transferred from the start/finish area to the Kennedy quay—which meant that the chicane had to be moved from one end of the quay to the other. (The pits now occupy what used to be the track, and the cars go straight on along what used to be the chicane escape road.)

Except for the absence of Mario Andretti and Peter Revson, busy qualifying at Indianapolis, the entry was very much the same as at the Spanish GP.

### BRIAN SUBS FOR PETER

Ferrari only ran two cars, but Revson's place in the Yardley McLaren team was taken by Brian Redman. Helmut Marko was back in the Marlboro BRM squad, replacing Alex Soler-Roig, but had to make do with a P153 with P160 rear suspension. Jean-Pierre Beltoise, Peter Gethin and Reinse Wisell had P160s, and Howden Ganley had the doubtful privilege of carrying out further testing of the P180.

Team Lotus had a nasty set-back when a sleeping Spaniard crashed into its transporter near Barcelona; the cars and spares had to be unloaded and brought to Monaco in a borrowed truck. March had done quite a lot of work on its 721Xs, including fitting a Salisbury differential in Peterson's transmission, and had also brought a 721 along "just in case," Chris Amon was just recovering from a week in the hospital, but everyone else seemed fit and cheerful as they gathered in the vast underground garage where all the cars were housed this year.

There are always arguments at Monaco—usually about money or the number of starters—but this year it seemed that everything was settled before the cars even arrived; 25 would be allowed to start and the total prize fund would be \$125,000—not that that would make anyone very rich. However, on Wednesday evening the organizers decided that only 20 cars could start (they said it was a CSI ruling, but the CSI later denied this) and on Thursday afternoon there was a confrontation between

the organizers and constructors. "Please practice and we will sort it out later" the organizers pleaded. "We won't practice until you confirm that 25 cars can start" the constructors insisted. Eventually the organizers capitulated, and practice started half an hour late. (The organizers got their own back by restricting practice to an hour and blaming the constructors for the half hour they had lost.)

Initially the times were relatively slow, but most people soon got used to the circuit (and particularly to the new chicane) and Ickx finished up only one-tenth of a record outside last year's practice record with 1:23.3.

Close behind, with 1:23.5 and 1:23.7 respectively, were Hulme and Stewart, so at this stage the front row of the grid was the same as in Spain. Regazzoni was next, with 1:23.8, and then there was quite a gap to Amon (1:24.3), Fittipaldi and Beltoise (both 1:24.4), and Walker (1:24.9). Redman, who had never been to Monaco before, did 1:25.1 and said the Yardley McLaren was the nicest racing car he had ever driven, while Gethin managed 1:25.2 before coming to a rather hurried stop when his engine caught fire. (He put the fire out himself, but officials made a real pantomime of getting the car off the track.) Another car which stopped out on the circuit was Cevert's Tyrrell, which had metering unit trouble, while Graham Hill did not get out to practice because of fuel pump failure and Stommelen did not drive until the session was over.

### DRY FRIDAY

The traditional Friday morning session started later than usual (8:40 instead of 7:50) and in the cool, dry conditions the Firestone-tired cars had an obvious advantage. This time Fittipaldi finished up fastest with 1:21.4, closely followed by Ickx (1:21.9), Regazzoni (1:21.9), and Beltoise (1:22.5), while Amon was the fastest Goodyear driver with 1:22.6—a time subsequently equalled by Gethin.

Hulme did 1:22.7 in both of his McLarens but Stewart could not do better than 1:22.9—the same as Pescarolo. Redman, Hailwood, Cevert and Schenken were all in the 1:23.5s, Walker, Peterson, Wisell, Marko, Hill, Ganley and de

Adamich were in the 1:24s, and the list was completed by Wilson Fittipaldi, Lauda, Beuttler, Pace and Stommelen.

Stewart was so unhappy with his performance that he arranged for some 1971 tires to be sent from England and had one of his cars set up exactly as it was for the race last year, when he did 1:22.2 (it was generally felt that the repositioning of the chicane had made the circuit faster). Peterson, who finished second last year, was still experiencing dramatic understeer in the 721X, and Stommelen had an even greater problem because his car had been reassembled incorrectly following his accident in Spain. Ganley was still having difficulties with the brakes of the P180, Pace broke two wheels on a curb and also had a flat on the fastest part of the circuit, and both Wisell and Wilson Fittipaldi had handling problems.

It rained on Saturday afternoon—as it frequently does in Monaco, despite what the tourist brochures would have you believe—so there was no chance of anyone improving his grid positions. However, most people went out to see what the conditions were like (the exceptions were Hulme, Marko and Wilson Fittipaldi) and Ickx finished up fastest with a time of 1:45.3 in his spare car. Then came Regazzoni (1:45.9), Fittipaldi (1:46.8), and Hailwood (1:47.6), so it seemed as if Firestone had an advantage in the wet as well as in the dry.

Cevert was the fastest Goodyear driver with 1:48.0, but Stewart

(Continued from page 1)

Firestone and Goodyear was little short of incredible.

As always, the greatest problem was lack of visibility due to spray—the CSI's red tail lights really proved themselves today—and if races must be held in the rain it is best for them to take place on a relatively slow circuit like Monaco.

### ROWDY ITALIANS

Thousands of rowdy Italians started to pour into the principality soon after dawn, to be greeted by overcast skies and very low temperatures. The rain held off until 2pm, but started to fall steadily just as the cars came out for the special 15 minute warmup session which the constructors had negotiated. Everyone hurriedly changed to rain tires—some after a twitchy exploratory lap on slicks—and the whole thing got somewhat complicated when Prince Ranier and his motor cycle escort suddenly appeared on the track.

Eventually the cars assembled on the dummy grid, which was at the exit to the pits. With surprisingly little drama they made their way round to the start line nearly half a mile away. Beltoise made a superb start, going straight into the lead

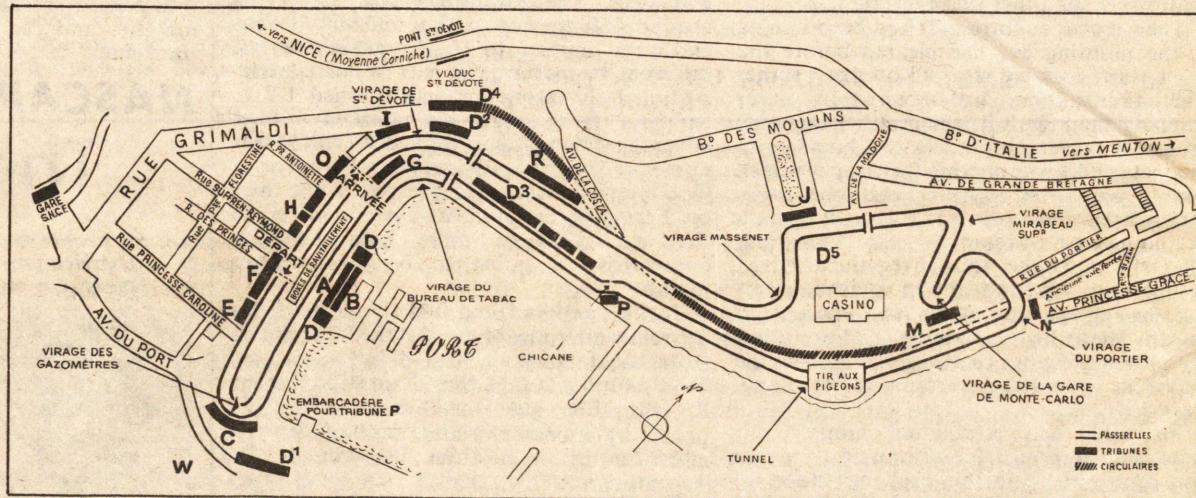


JEAN-PIERRE BELTOISE  
... masters the wet

from the second row, and as the field disappeared into a cloud of spray he had a clear advantage over Clay Regazzoni, Ferrari; Emerson Fittipaldi, Lotus; Ickx; Chris Amon, Matra Simca; Peter Gethin, BRM; and the rest.

By the end of the first lap, Beltoise had an enormous lead, thanks partly to having a clear road ahead of him, while everyone else was driving into a fog of spray. By the end of two laps the gap was up to almost five seconds.

Further back there were one or two changes of order. Mike Hailwood, Surtees, had moved ahead of Francois Cevert's Tyrrell



(1:48.8) said he could have gone three seconds faster if there had been any point.

The only real casualty in this session was Peterson's engine, which blew out all its water; Stommelen made light contact with

a guardrail but the car was not badly damaged. Amon still could not get the latest Matra to handle properly so it was decided to transfer as many as possible of the lightweight parts to the earlier car in which he had done his best time.

### MONACO GRAND PRIX GRID

No. 8-Emerson Fittipaldi Lotus 1:21.4	No. 6-Jacky Ickx Ferrari 1:21.6	
	7-Clay Regazzoni Ferrari 1:21.9	17-Jean-Pierre Beltoise BRM 1:22.5
18-Peter Gethin BRM 1:22.6		16-Chris Amon Matra 1:22.6
	14-Denis Hulme McLaren Ford 1:22.7	1-Jackie Stewart Tyrrell 1:22.9
22-Henri Pescarolo Cosworth 1:22.9		15-Brian Redman McLaren 1:23.1
	11-Mike Hailwood Surtees 1:23.7	2-Francois Cevert Tyrrell 1:23.8
10-Tim Schenken Surtees 1:23.9		9-David Walker Lotus 1:24.0
	3-Ronnie Peterson March 1:24.1	28-Reine Wisell BRM 1:24.4
26-Helmut Marko BRM 1:24.6		12-Andrea de Adamich Surtees 1:24.7
	20-Graham Hill Brabham 1:24.7	19-Howden Ganley BRM 1:24.7
21-Wilson Fittipaldi Brabham 1:25.2		4-Nikki Lauda March 1:25.6
	5-Mike Beuttler March 1:26.5	23-Carlos Pace March 1:26.6
27-Rolf Stommelen Eiffeland 1:29.5		



and Tim Schenken, Surtees, had been passed by Reine Wisell's BRM. But most people were content to get used to the conditions and avoid doing anything silly.

By the fifth circuit Beltoise's lead was up to eight seconds, and on the next lap it increased still further as both Regazzoni and Fittipaldi took the escape road at the chicane, letting Ickx through to second place.

Hailwood had passed Redman and was challenging Denis Hulme's McLaren. David Walker, Lofus, and Wisell had both got ahead of Cevert. Mike Beuttler, March, had spun and had lost a place to Rolf Stommelen's Eifelland and Nikki Lauda, March, had been forced to change a wheel after hitting a curb.

#### BELTOISE BLOCKED

On lap 11, Beltoise was blocked and his lead was halved—he had already lapped several tail-enders—but he immediately began to pull away again. Peterson, Hulme and Redman had all lost ground by taking the escape road at the chicane, and Gethin was doing his best to get past Stewart.

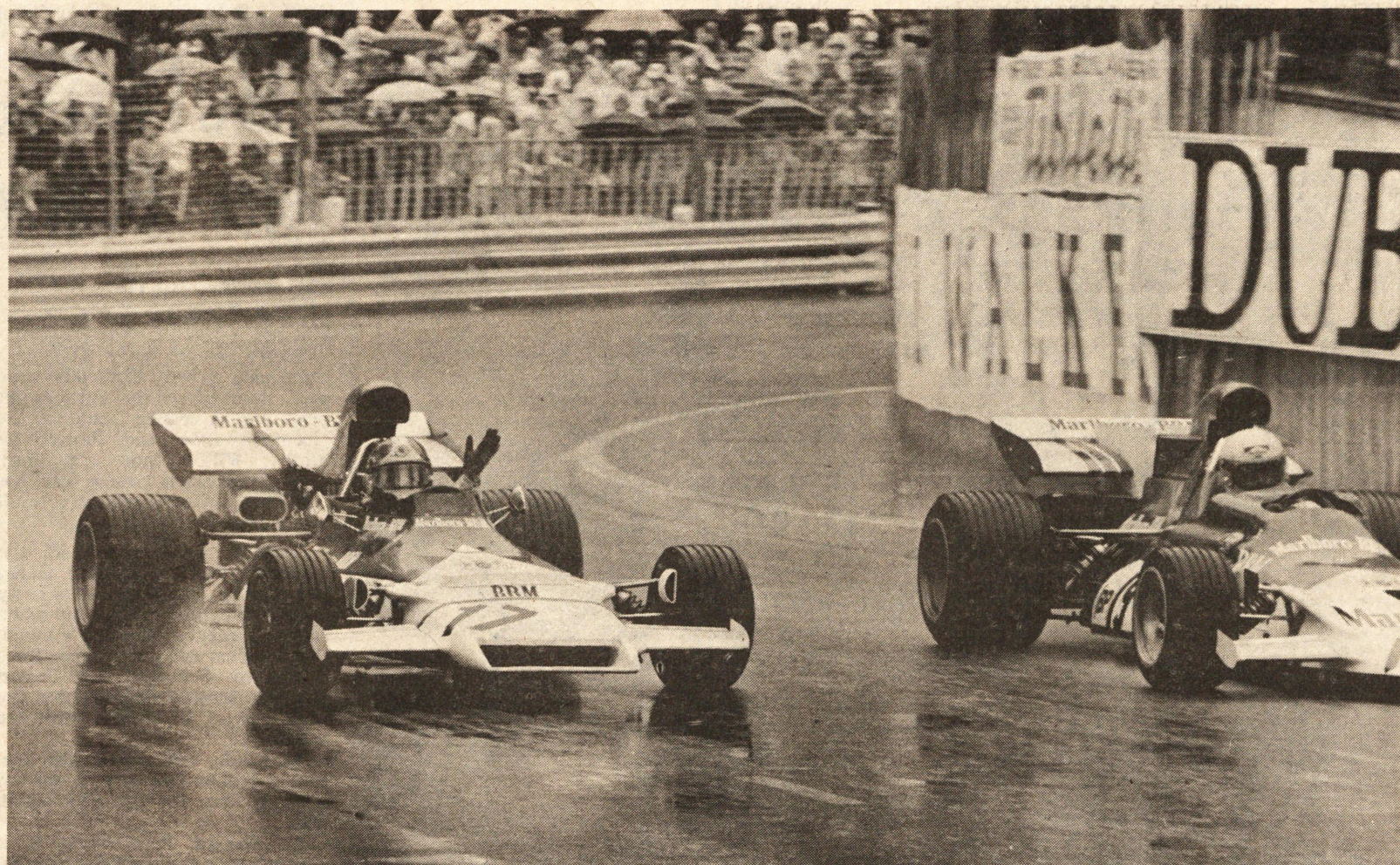
Soon after this it became excessively oily. Both Amon and Walker made pit stops because they thought they had punctures, and Fittipaldi dropped back with complete loss of vision. Gethin actually got ahead of Stewart for a few laps—he was repassed shortly after and was finally forced to retire when he hit the chicane—and Wisell managed to get up to seventh before his engine expired.

After 20 laps Beltoise led Ickx by 12.7 seconds, with Regazzoni 17.8 seconds further back and Stewart nearly a minute in arrears.

Twenty-four of the 25 starters were still running, but Beltoise had already lapped 15 of them. At this stage, however, the race was by no means over, for while Beltoise continued to increase his lead over Ickx, Stewart was slowly but surely catching both of them.

On lap 34 he took over third from Regazzoni, and he looked all set to pass Ickx when he spun and lost ground again.

By half-distance Beltoise had lapped all but three of his pursuers. Schenken had gone off the road while blinded by spray, and soon afterwards another series of



Monaco winner Beltoise sweeps past teammate Howden Ganley in the rain on his way to a convincing victory. Ganley was not so successful, ending up out of the race by way of an accident and being classified 22nd.

incidents was prompted by a collision between Howden Ganley's BRM and Hailwood. Hailwood had been trying for some time to lap Graham Hill's Brabham, and was hit from behind by Ganley when he was blocked at the Gasworks Hairpin. Both Regazzoni and Henri Pescarolo, March, crashed on the oil, Hulme hit a guard rail hard but was able to continue (strong cars, those McLarens) and Hailwood was forced to retire when his engine seized.

#### STEWART MISFIRES

Stewart regained third place on Regazzoni's retirement, but his engine was now misfiring due to wet electrics and he was steadily losing ground. (The same thing had happened to his teammate Cevert,

who had his spark box changed to no avail.)

Fittipaldi could now see again and was beginning to close on Stewart, while Redman had worked his way up to fifth place as a result of sensible and unspectacular driving. Amon was sixth, the Matra shrieking round almost as shrilly in

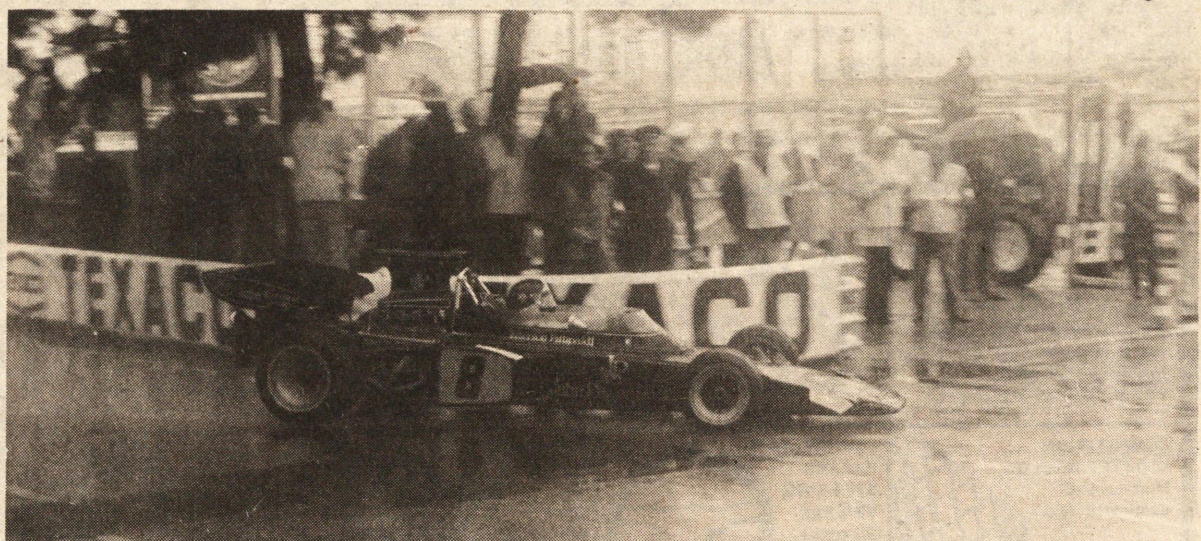
the wet as it does in the dry, deAdamich was a very workmanlike seventh, Marko was eighth, Stommelen was ninth and Wilson Fittipaldi was 10th.

As three-quarters distance went by, Beltoise's lead was down to 16.9 seconds after being as much as 30 seconds at one point. The

question was whether Ickx could do it?

The answer was soon coming, as the BRM again started to pull away. All that was left to be decided was third place, with Stewart spluttering desperately on—he had been lapped by Beltoise on lap

(Continued on page 12)



Emerson Fittipaldi was on a streak going into the race at Monaco—three straight. He was the fast qualifier but the best he could do was a third place finish, a lap behind Jean-Pierre Beltoise and second place man Jackie Ickx.



Andrea de Adamich drove his Surtees to a sixth-place finish, three laps behind winner Beltoise. His was the first Surtees to finish and the only one. Mike Hailwood stuffed his Brooke Bond Oxo Rob Walker car.

## Improve your engine performance

(the dyno knows)

Dyno tuning is the only way to tell which combination of adjustments and components actually will improve your engine's performance. Until now dyno tuning has been impractical for most people. It was hard to find someone to do it. And it was expensive. But now, GO-POWER offers a proven line of engine dynamometers for a fraction of the cost of those previously available. GO-POWER dynos are completely portable and bolt directly onto the engine. You can set one up almost anywhere. (Even at the track.)

GO-POWER dynos will handle engines from 5 HP. — 800 HP. and in excess of 10,000 RPM. They will measure power changes as small as 1/2%. There's a complete line of GO-POWER dynamometers for automotive, diesel, snowmobile and motorcycle engines. And they are immediately available. If you want to improve your engine performance, write GO-POWER (because the dyno knows).

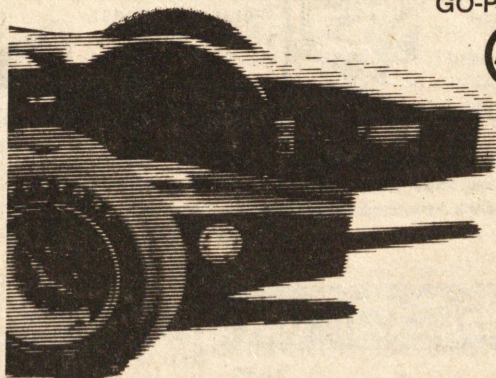
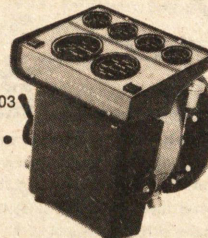


#### GO-POWER SYSTEMS

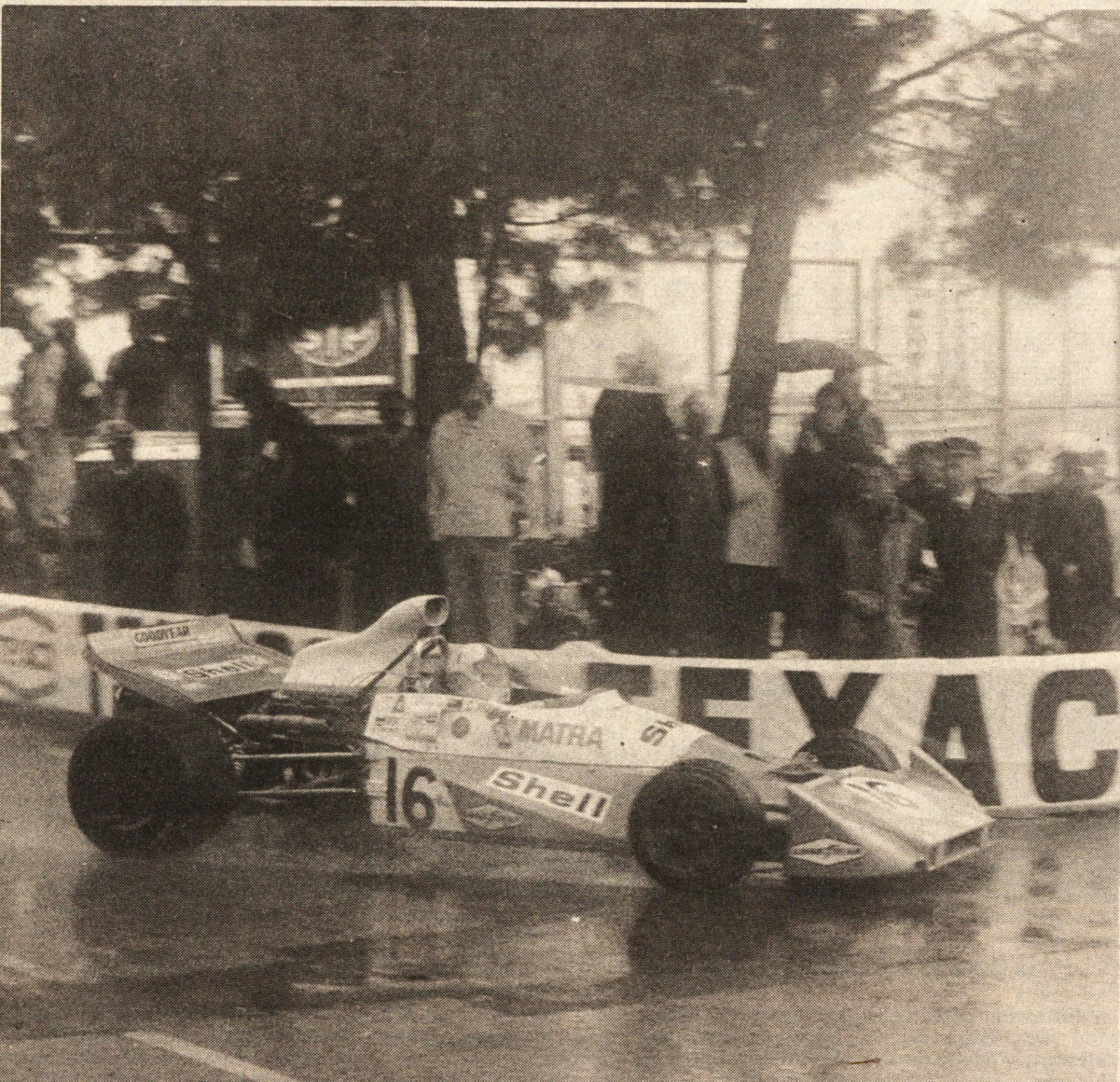
1890 Embarcadero Rd., Palo Alto, CA 94303  
(415) 328-7676

- ☐ Send a free catalog
- ☐ Have a representative call

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_







Chris Amon's Matra Simca set up its usual high-pitched shriek, the weather apparently of no matter to the French powerplant.

More on:

# Beltoise Coasts In Final Laps

(Continued from page 11)

67—and Fittipaldi slowly hauling him in.

There were only five laps remaining when Fittipaldi took over third place—the extra point gave him a useful lead in the championship—and shortly his brother Wilson took over ninth from Stommelen, whose car was handling very strangely as a result of a practice accident.

Beltoise duly reeled off the remaining laps to his first Grand Prix victory, but Ickx had a nasty moment on the very last lap when he was forced to slow by a bunch of tail-enders and was rammed from behind by Peterson. The Ferrari was only slightly damaged but the front end of the March looked a real mess.

As Lauda was soaked with fuel from a broken fuel pipe, it was not a happy day for the STP March team.

At Grand Prix races it is customary to play only the national

anthem of the winning entrant, but the Monegasques can be excused for indulging in the "Marseillaise" as well as "God Save the Queen." Beltoise thoroughly deserved his victory, and many thousands of spectators obviously felt it was worth getting drenched to see it. But not even Beltoise would want it to rain like that every time.

MONACO GRAND PRIX, WORLD CHAMPIONSHIP FORMULA 1 RACE, MONTE CARLO, MONACO, MAY 14

FINISHERS: 1 - Jean-Pierre Beltoise, BRM, 2:26:54.7 for an average speed of 102.754mph; 2 - Jacky Ickx, Ferrari; 3 - Emerson Fittipaldi, Lotus; 4 - Jackie Stewart, Tyrrell; 5 - Brian Redman, McLaren; 6 - Chris Amon, Matra; 7 - Andrea de Adamich, Surtees; 8 - Helmut Marko, BRM; 9 - Wilson Fittipaldi, Brabham; 10 - Rolf Stommelen, Eifelland; 11 - Ronnie Peterson, March; 12 - Graham Hill, Brabham; 13 - Mike Beuttler, March; 14 - David Walker, Lotus; 15 - Denis Hulme, McLaren; 16 - Nikki Lauda, March; 17 - Carlos Pace, March; 18 - Francois Cevert, Tyrrell; 19 - Henri Pescarolo, March; 20 - Clay Regazzoni, Ferrari; 21 - Mike Hailwood, Surtees; 22 - Howden Ganley, BRM; 23 - Tim Scenken, Surtees; 24 - Peter Gethin, BRM; 25 - Reine Wisell, BRM.



Graham Hill, Brabham, who used to own the Monaco GP, didn't do all that well this year, finishing 12th. (David Phipps photos)

RACING  
PARTS

**SCONA**  
RACING ORIENTED

AND  
ACCESSORIES

## BELL STAR HELMETS

White,  
6 3/4 - 7 1/2 \$9.50  
Bell Magnum w/visor,  
Silver, 6 3/4 - 7 1/2 \$9.95  
Full Supply Bell Accessories.



COMPETITION  
AUTO POWER  
ROLL BARS,  
SCCA Approved,  
finest made,  
BMW, Datsun, MGB, Porsche,  
Sprite, Midget, Triumph from  
\$9.50 Frt. Collect

FERODO  
COMPETITION  
DISC BRAKE PADS,  
Alfa, BMC, Fiat, Lotus,  
Datsun, Porsche, Triumph, others.  
Most priced 16.95-19.95.



METALLIC LINED  
BRAKE SHOES,  
Competition proved,  
Mini, Healey, Sprite, Fiat,  
MG, Porsche, Saab, Triumph,  
VW, Volvo.  
13.95-20.95. No core chrg.



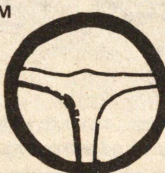
COMPETITION  
SCATTERSHIELDS,  
Multi-layered,  
Laminated nylon.

24" x 44".  
Grommeted sides  
w/ties. Wt. 10 lbs.  
Approved. Only 35.00



LEATHERIM  
RACING  
STEERING  
WHEELS

3" center,  
undrilled  
9" - 22.50,  
10" - 24.00  
11" - 25.50, 12" - 27.00  
13" - 28.50, 15" - 31.50



EXTRACTOR  
HEADERS.

Dyno-  
proved designs.  
Scientifically  
engineered  
From 69.95.  
BMC, Fiat, Datsun, Triumph,  
Pinto, Vega and others.



SCCA  
APPROVED  
COMPETITION  
SEATBELT, HARNESS.  
Belt 24.95, Roll Bar Shoulder  
Harness 11.95,  
Submarine Strap 6.50.  
Other models available.



## NOMEX

### NOMEX DRIVING SUITS

Manufactured by SCONA.  
Detailed construction for driver comfort.  
1-pc. Natural w/blue stripes 65.00  
1-pc. Blue w/natural stripes 70.00  
2-pc. Natural w/blue stripes 65.00  
2-pc. Blue w/natural stripes 70.00



State chest, waist, inseam,  
neck & sleeve length. NOMEX  
package of suit, turtleneck,  
underwear, athletic socks and bandana  
\$90.00. Blue package add 5.00.  
To substitute hood for bandana add \$10.

2-pc. NOMEX Turtleneck underwear 19.95  
NOMEX athletic sock 6.50  
NOMEX face bandana 2.95  
NOMEX full coverage hood 12.95

Leather Driving  
Boots, Fypro lined  
Sizes 7 1/2 - 12 1/2 29.95



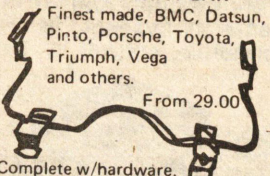
NOMEX Gauntlet Gloves  
Leather palm, sizes sm,  
med, lge, x-lge 15.50



### COMPETITION SWAY BAR

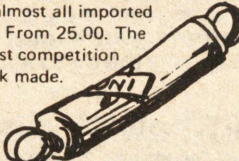
Finest made, BMC, Datsun,  
Pinto, Porsche, Toyota,  
Triumph, Vega  
and others.

From 29.00  
Complete w/hardware.



### KONI SHOCK ABSORBERS

for almost all imported  
cars. From 25.00. The  
Finest competition  
shock made.



### JUDSON

#### ELECTRONIC

#### MAGNETO

30,000 volts w/.5

microsecond

rise-time,

better ignition,

race proven

\$49.50



42

SCCA approved numbers  
and backgrounds, Numbers  
60 ea. Backgrounds 1.20  
ea. Class letters .40 ea.

### SEBRING MIRRORS

Vibration free at top

speeds, 4" x 2 1/2 Mach I,

chrome 9.95, 4 1/2" x 3"

Mach II, chrome 11.95



Choose from a complete supply of HEUER products, VHT  
products, Drager tire gauges, fuel pumps. Formula Ford  
mirrors, pans, cranks and throttle gears, oil coolers,  
silver tape, pit signal boards, switches, and many,  
many other products.

Become a preferred customer.

Send \$1.00 for catalog, decal,

preferred customer card and

deduction sheet.

Dealer Inquiries Invited

YOU'LL SAVE TIME  
AND MONEY!!!  
TRY SCONA FIRST!

To order send check or money order.  
COD's must be accompanied by 25% deposit,  
or use Bank Americard. Illinois residents  
add 5% sales tax.

**SCONA**

113 South Hazel Street  
Danville, Illinois 61832  
(217) 443-4490

RR 100

APPROVED  
RACING FUEL CELLS  
FOAM  
BLADDERS  
FILLER CAPS  
CHECK VALVES  
AEROQUIP HOSE  
VORTEX PRE-LUBE  
EXTINGUISHER SYSTEMS  
AEROTEC LABORATORIES  
1100 BLANCH AVENUE  
NORWOOD, NEW JERSEY 07648  
(201) 767-0666 (201) 767-9855

TROUTMAN-BARNES  
6130 WEST SLAUSON AVENUE  
CULVER CITY, CALIF. 90230  
213-397-2712



FABROID  
SELF-LUBRICATING  
BEARINGS

